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CLASSIFICATION

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COUNTRY Soviet Zone of Germany

REPORT NO.

25X1

TOPIC Altenburg Airfield

EVALUATION ☐ 25X1

PLACE OBTAINED

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DATE OF CONTENT 13 August 1950

DATE OBTAINED ☐ 25X1

DATE PREPARED 14 September 1950

REFERENCES ☐

PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS

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- 25X1 1. On 13 August 1950 the Altenburg (N 51/K 27) airfield was occupied by about 120 25X1
ground personnel, 250 technical personnel, and 180 flying personnel. (1) ☐
25X1 ☐ parachutists have not been stationed at the field for
a long time. However, he had observed that soldiers arrived by train at irregular
intervals and were given parachute training for a short period. He also said that
no parachute jumps have been made recently. (2)
2. The air transport unit is equipped with all necessary parachute equipment, such as
parachute dummies, practice containers, parachutes, etc. and is always ready for
action.
- 25X1 3. ☐ the air transport unit with 22 planes, left Alten-
burg about 5 p.m. on 26 July 1950, heading west. It returned about noon on 11
August 1950. (3) The planes, which came from the west flew individually and at
intervals of one minute. A new type aircraft towing a cargo glider was observed
among the approaching planes. The glider was not observed at the field on 13 Au-
gust 1950, but it was said **still** to be there, presumably parked in a hangar. It was
described as a high-wing monoplane with a cigar-shaped fuselage, slightly slanting
up to the rear, a rounded nose, angular wings set about mid-fuselage, single land-
ing gear not retractable, loading hatch in nose. The glider was about five-sevenths
the size of the aircraft by which it was towed. (4)
4. Thirty transports were parked on the landing field on 13 August 1950. One plane of
a new aircraft type was seen. It was a twin-engine, low-wing monoplane with radial
engines, each engine with two large four-bladed propellers, presumably of wood,
single rudder assembly, tail open at rear, probably for a towing device, no gunner's
stands on top or under fuselage, no tail wheel but presumably a nose wheel; wings
set about mid-fuselage; eight round cockpit windows and a large hatch on port. The
plane was about as large as the He-177. (5)
5. The runway and taxiway, leading to the northern edge of the runway, were completed.
Grading work was being done around the runway. (6)
6. There was no radar set, ultrahigh frequency or DF installation, or any buildings
which might house such installations. (7)
- 25X1 7. ☐

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Comments.

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- (1) The occupation by about 550 men was previously reported and is believed to be correct.
- (2) Parachutists but no large parachute unit have been repeatedly observed in Altenburg. The information that soldiers occasionally arrived in Altenburg for parachute training is believed possible. It is not known to which units the soldiers are assigned.
- (3) The transfer of units of the air transport regiment from Altenburg was previously reported. It is believed that the planes were temporarily stationed in Erfurt-Bindersleben.
- (4) This is the first information that the air transport regiment used cargo gliders. From the description of the glider the type and operation efficiency cannot be determined.
- (5) The twin-engine plane is possibly an IL-12. This type, however, has 10 angular cockpit windows. To date, only LI-2s have been observed with the air transport regiment in Altenburg.
- (6) The completion of the runway extension was reported July 1950. The runway is 1,600 meters long.
- (7) Radar or radio installations have not been reported.
- (8)

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